

## OIL INQUIRY TO BE BROAD.

ROOSEVELT TO HUNT STANDARD ALL OVER THE COUNTRY.

Agents of the Bureau of Corporations and Department of Justice to Work Together—First Move in Kansas—The Santa Fe Sued for Prosecution.

WASHINGTON, Feb. 20.—Action as drastic as possible under the laws of this country is to be taken against the Standard Oil combination, not only in Kansas, but in whatever parts of the country President Roosevelt believes that this great corporation has so used its powers as to deny a square deal to its comparatively weak competitors.

What is regarded as a promise to that effect, voluntarily offered, Representative Campbell of Kansas got from President Roosevelt to-day. At the same time there was a discussion as to the best methods to show the Standard that it cannot longer continue in the course it is charged with having recently pursued in Kansas.

One of the methods to be used is the prosecution through which the Standard operates. In order that actions may be taken against them as speedily as possible there is to be close cooperation between the investigating agents of the Bureau of Corporations and officers of the Department of Justice.

Heretofore, in all inquiries made by the Department of Justice has not been invited to consider any of the facts uncovered until after the bureau has finished its work.

There was a long talk between President Roosevelt and Representative Campbell in the morning, and later in the day the President had a talk with Commissioner of Corporations Garfield, by whom the investigation is to be made. The determination to begin the work in Kansas was not changed, but to that plan was added the detail of having the officers of the Department of Justice kept fully advised of every discovery by the agents of the bureau.

Kansas, however, will not be treated as an entity in the conduct of the inquiry. Whenever a clue leads out of Kansas it will be followed regardless of what State lines may be crossed. In following various leads it is expected that the whole subject of Standard activities will be brought before the eyes of the agents for inquiry.

"I believe I violate no confidence when I say that President Roosevelt is determined that the Standard Oil must be made to understand that the Administration will insist that every little competitor must have a square deal," said Representative Campbell in discussing the subject. "The President fully realizes that he has undertaken a big task to inquire into the operations of the Standard Oil and require that combination to refrain from doing injustice to its competitors. I believe he will undertake to do something in this matter that will cause people hereafter to say that he made good his purpose to give every man a square deal."

"I am not a bit hasty. I would not deprive the Standard Oil of the least of its rights, but it seems to me that the American people are of a temper to require not only the Standard but every other giant in the industrial and financial world to cease the practices that afford such a man as Lawson ground for making the charges that have been put out."

A number of supplemental plans are under consideration, both at the White House and the Department of Commerce and Labor, all having for their object the accomplishment of expeditious relief for the oil producers of Kansas and other parts of the country where it is claimed the Standard Oil is operating its scheme for a monopoly of the oil business. One of these is to have the Atchison, Topeka and Santa Fe Railroad prosecuted for an alleged increase in rates on oil in such a way as to make it impossible for the Kansas producers to get their oil to any of the markets except at a loss.

It is intended to have the company brought before the Interstate Commerce Commission on complaint of the producers and some of the independent refiners that the increase of rates made by it recently, and which have had the effect of shutting them all out of competition with the Standard Oil Company, are unreasonable for the service that would be performed under them.

Representative Hearst of New York, who several days ago introduced a bill on the subject of monopolies, to-day introduced a bill in the House directly bearing on the subject. His bill makes all pipe line common carriers, and as such subject to the Interstate Commerce law.

Although the matter has not been given much prominence, there is a possibility that another member of the Cabinet may be placed in an awkward position as a result of the Administration's enthusiasm in true business. The move against the Standard Oil Company is anxious to drag Secretary of the Interior Hitchcock into the white light of publicity. R. C. Rawlings of Chanute, Kan., president of an independent oil concern, who has furnished to Representative Campbell a great deal of information, has attacked Secretary Hitchcock in the following language:

"We charge that the Standard Oil Company uses undue influence with one Hitchcock, Secretary of the Interior. This can be established by an examination of the orders and rulings of said Secretary of the Interior concerning leases in the Indian Territory, which tend to exclude independent operators through orders requiring a deposit of \$5,000 on every lease without regard to acreage."

And the evidence that this charge is true can be furnished by I. N. Try of Muskogee, Tulsa, Bartlesville and other oil towns in the territory."

## AFTER THE STANDARD OIL.

## Wisconsin Legislature Now Planning an Attack—Kansas War Keeps Up.

MADISON, Wis., Feb. 20.—Following the example of the Wisconsin Legislature the Wisconsin Legislature will soon take up the subject of the Standard Oil Company. Two measures will be passed, one a joint resolution for an investigation of the methods of that corporation in Wisconsin and the other a bill remedied as a substitute for the measure Senator McGillivray has introduced, which will be stringent anti-trust legislation.

TOMPKINS, Kan., Feb. 20.—Both branches of the Legislature to-day passed a resolution calling upon the President, the Secretary of the Interior and Congress to annul leases made to the Standard Oil Company eight years ago by the Osage Indian tribe on 700,000 acres of land in the richest oil region of the West.

The resolution recites that "the Standard Oil Company has been declared by public opinion to be an evil, and by its tyrannical practices and unfair competition, the enemy of commerce." The resolution cites that

the lease was secured by fraud by a man named Foster, who was the agent of the Standard Oil Company.

The Kansas Oil Producers' Association to-day announced that ex-Attorney-General Monett of Ohio will be in charge of its fight before Commissioner Garfield and his assistants. Mr. Monett will arrive here tomorrow. He fought the Standard in Ohio and then the Standard's political influence defeated him for a renomination.

A man who has just returned from Washington is authority for the statement that the Foster oil leases in the Osage nation are partly owned by W. J. Bryan of Lincoln, Neb.; W. J. Stone, United States Senator from Missouri; Thomas Taggart, Indiana, chairman of the Democratic national committee, and Boies Penrose, United States Senator from Pennsylvania.

The man who authorized the statement has been in Washington on business for the oil producers' association.

He says that he had access to the lease while in Washington and that he saw the names of the distinguished politicians attached and that he knows what he is talking about.

The Foster leases are supposed to be owned by the Standard Oil Company.

WILKESBARRE, Pa., Feb. 20.—An effort is to be made by the United States Pipe Line Company to fight the Standard Oil Company in Scranton and force down the prices there. The pipe line company's line passes just north of this city, and there is a tapping and pumping station and storage tanks at Parsons. When these were erected the Standard Oil's price for kerosene here was 13 cents, now it is seven.

The pipe line company desires to purchase the Malony Oil Company's oil plant in Scranton, but is meeting with opposition and is now ready to erect a station of its own and pipe the oil there from Parsons.

KANSAS CITY, Feb. 20.—Representative Lyons of Kansas City has agreed to introduce in the Missouri Legislature two of the Kansas Anti-Standard Oil measures, declaring pipe lines common carriers and fixing a maximum rate of freight.

The Standard's pipe line to Whiting, Ind., crosses Missouri. The passage of a maximum rate bill would permit the distribution of fuel oil in Missouri and prevent the exorbitant charge for carrying oil a short distance from the end of Kansas.

Representative Lyons left for Jefferson City to-night with the bill. Senator Clark will introduce the bill in the Senate.

SPRINGFIELD, Ill., Feb. 20.—To cause a legislative inquiry of operations of the Standard Oil Company in Illinois has been prepared by a group of Democrats on which will be introduced to the House this week either by Representative McDermott or by Representative Dougherty.

## WANTS ARMOR PLATE CONTRACT

Midvale Company Appeals to President to Be Saved From Heavy Loss.

WASHINGTON, Feb. 20.—The Midvale Steel Company has not given up all hope of furnishing the Government with a portion of the armor plate for the cruiser, North Carolina, and Montana, and the battleship New Hampshire. The entire contract has been awarded to the Bethlehem and the Carnegie companies, though it has not been actually signed.

President Charles J. Harrah, Vice-President J. F. Sullivan and Chief Engineer Alex Petre of the Midvale Company called on Secretary Danton and on President Roosevelt to-day. A number of papers were left with the President. It is believed that the company asks for part of the contract on the plea that an immense outlay of money has been made on the plant and that if the concern does not get the Government work it will lose heavily.

The entire correspondence of the Navy Department concerning the award for armor plate has been sent to the House Committee on Naval Affairs, in compliance with a request made a week ago.

## Army and Navy Orders.

WASHINGTON, Feb. 20.—These army orders were issued to-day: Capt. Wendell L. Simpson, Sixth Infantry, to Quartermaster's Department, Vice Chief of Staff, to be relieved of duty and assigned to the Sixth Infantry.

The following named officers are detailed for duty: Capt. Donald C. Gibson, Artillery Corps, from United States Army General Hospital, Washington, D. C., to the Artillery Corps, to be relieved of duty and assigned to the Artillery Corps.

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## ONE KILLED; MANY INJURED.

FOUR HEAVY VESTIBULE CARS OF ERIE EXPRESS DITCHED.

Plunge Over Fifteen Foot Embankment—Broken Glass Caused Most of the Injuries—Girl Killed Had Stated Window to Get Relief From Headache.

Train No. 40 of the Erie Railroad, running as an express between Suffern, N. Y., and Jersey City, and going at 40 miles an hour, jumped the track yesterday morning at a point four miles north of Paterson. The four heavy vestibule cars of the train, including the "club car," made up at Tuxedo, plunged over a fifteen foot embankment into a ditch, where two of the cars turned over on their sides. The locomotive and tender did not leave the rails. Grace Matthews, 19 years old, who was riding in the vestibule car, was killed. She was from Suffern and was looking for a place as a stenographer in this city, was killed. Her head was almost cut off.

A list made up by the railroad company showed seventy-one persons injured, counting all those who had cuts and bruises. The most seriously injured were the following:

Baines, Harold, Suffern, N. Y., right leg crushed. Suffern Hospital. Conover, Mark, Suffern, N. Y., internal injuries. Suffern Hospital. Dugan, Mrs. Thelma, Tuxedo, N. Y., injuries to spine, made at Paterson General Hospital. C. A. Tuxedo, N. Y., head injured and hands cut. St. Joseph's Hospital. Patterson, Fred, Moore, N. Y., head and face cut. St. Joseph's Hospital. Brown, Mrs. Joseph, Chester, N. Y., scalp torn and right eye injured. St. Joseph's Hospital. Patterson, Fred, Moore, N. Y., head and face cut. St. Joseph's Hospital.

The accident, according to Division Superintendent Elston, who made an investigation yesterday afternoon, was due to the breaking of part of the rear truck of the locomotive tender just west of the Tuxedo station and about a third of a mile from where the train was ditched. The right side of the truck pounded along the ties until it came to a switch. As the broken truck struck the frog it tore the heavy steel rails apart, and four coaches following fell into the ditch.

Engineer Henry Palmer put on brakes, but the coupling between the tender and the first car broke and the engine and broken tender ran along alone. The momentum of the train was such that the four heavy coaches ploughed along the ties for about 200 feet, and then one after the other went over the embankment. The first two cars rolled down and landed on their sides. The Tuxedo car and the one ahead of it slid off their trucks but did not go completely over. The car had only a few Tuxedo people in it. The rest of the train being the favorite one for the business men of that colony. They were the first to clamber out and go to the assistance of the people in the overturned cars.

There were about 240 persons on the train. Passengers in the two coaches that toppled over had felt them running over the ties, and nearly every one had instinctively grabbed something. The train was stopped for just what happened when they went down the embankment. They were shaken like chips in a basket. Many of them went through the windows, and it was the broken glass that caused most of the injuries.

The Mailed Coach was particularly badly hit, and would not have caught it at all at Suffern had not the conductor seen her coming. She was with her friend Jessie Cooper, and when they first got in Jessie sat next to the window. A minute before the accident, Mrs. Matthews complained of having a headache and got the Cooper girl to change seats with her. She put the window up a little, and a minute later the train rolled over. Her head went out through the window and as the car slid along over the ground on its side her head was almost cut off. Her sister, a girl, fell over her and was badly bruised.

President O. H. Cutler of the American Shoe Brake Company was on the car on his way to his office. He felt the car lurch and put his arms over his face. He was thrown through the window. Others had the same experience. When the men could get out they found it impossible to get out except by crawling over the seats to a car at the end of the car. By climbing on top of the coaches they were able to get out. Most of the women were pulled out in this manner. Nearly all came out with their faces streaming with blood and their clothes in ribbons.

The Tuxedo men got whiskey and brandy from the buffet of their car and were the first to give assistance. The wounded were taken to the Warren Post station. A freight train had taken news to the nearest telegraph station, four miles west, and was sent from there. The Tuxedo men were asked from Paterson, and doctors hurried to the scene. The Erie officials sent out their hospital car with Jersey City doctors, and a fire engine was sent to the scene. The car then went up to Suffern with the wounded from that place.

The injured women were attended in the little station by doctors. Those who didn't want to go to the hospital car to the hospitals were placed aboard a special train of four cars which went west to Ridgeway Junction, where two of the cars were sent to New York via Paterson, and two were sent up the line to Suffern and Ridgeway to Middletown. In this way the wounded got home. Practically every one aboard the two cars that reached Jersey City had serious injuries. The cars were not a whole piece of clothing. They rushed to telephone and telegraph wires to reassure their friends.

Capt. Elston said the accident was the most remarkable in his railroad experience of twenty years in that only one person had been killed. Had the coaches been wrecked in the latest wreck, he said, they undoubtedly would have been badly smashed.

The train which was wrecked, is one of the fastest on that division of the Erie. It covers the distance of thirty-two miles from Suffern to Jersey City in thirty-seven minutes, mainly by reason of the cut-off by which Paterson is avoided.

## Two Killed and Thirty Hurt on the Rock Island.

OMAHA, Neb., Feb. 20.—Two persons were killed in the wreck of the flyer on the Rock Island Railroad 30 miles east of here near the station of Wola, Ia., to-day. Thirty persons were injured. The wreck was caused by the speeding of the rails. The wrecked train is the one that left Chicago at 10 o'clock last night for Denver.

## CITES ROOSEVELT'S EXAMPLE.

If He Is Fair to the Negro, Says a Colored Pastor, Shouldn't Presbyterians Be?

The Rev. Horace G. Miller, the colored pastor of the Mount Taber Presbyterian Church, in East 104th street, pleaded for fair treatment for his race, before the Presbyterian Ministers' Association, yesterday, and bitterly attacked the Presbyterian Church, which, he said, seemed determined to stand for separate presbyteries for colored Presbyterians.

Our President," said the Rev. Mr. Miller, "has recently been severely criticised for his stand on the negro question. But he has not abated the strength of that stand. If a Christian should be deprived of rights and privileges on account of his color, a like degree of fairness should be expected, surely, from Christian ministers."

Elizabeth Mauran Lawrence, daughter of Mr. J. Lawrence, who for many years was a well known New York lawyer, died at her home, 347 Hancock street, New York, yesterday, and came to this country about fifty years ago. A few days ago she spent several hours in her home, which was a reminder that he never felt better in his life.

Dorothy, who died on Saturday at her home, 24 Halsey street, Brooklyn, in his thirty-seventh year, was a civil war veteran and a member of the Ivy League Club and the Lincoln Club. He was active in Republican politics. He leaves a widow, son and two daughters.

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## The Old Reliable

ROYAL BAKING POWDER

ABSOLUTELY PURE

There is no substitute

## SENATE AT ODDS ON STATEHOOD.

Lots of Talk and No Action Over Appointment of a Conference on the Bill.

WASHINGTON, Feb. 20.—When the question of appointing a conference committee on the Statehood bill came up in the Senate today, Mr. Gorham announced that the conference should be appointed from Senators who represented the prevailing sentiment of the Senate.

Considering the closeness of the vote, he expressed the hope that the chair would appoint conferees representing the majority vote on the Statehood bill. He thought, also, that the sentiment of the Senate would be in favor of Arizona and New Mexico should be represented on the conference committee.

Mr. Teller said it would be unfortunate to have a majority of the conference committee composed of men violently opposed to the Statehood bill. The rule in parliamentary bodies was to appoint as conferees men friendly to the measure at issue. He believed that the majority of the Senate should have a majority on the conference committee.

Mr. Hale asked if it was not true that the one distinctive and pronounced vote in the Senate on the Statehood bill was that in favor of a single State, cutting off both New Mexico and Arizona. The other votes fluctuated, thereby leaving in doubt the real will of the Senate.

Mr. Foraker asked if that part of the Senate should not be represented which had favored his amendment providing for a separate vote on the question of joint Statehood by the people of New Mexico and Arizona. This amendment had been agreed to by the Senate over a month ago. Mr. Teller replied that he believed the Senate should not be represented by men who were so far apart in their views on the question of joint Statehood.

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## NORTON P. OTIS DEAD.

Chairman of Otis Elevator Co. and Congressman From Westchester.

Norton P. Otis, chairman of the board of directors of the Otis Elevator Company and Republican Congressman from Westchester county, died yesterday morning at his home, Hudson terrace, Yonkers. He had been confined here for over a month, and died of pneumonia, a recurrence of an attack which he had about two years ago.

Mr. Otis was 55 years old. Born in Halifax, Vt., he was educated in the public schools of Halifax, Albany and Hudson, N. Y. When he was 18 he entered his father's elevator shops at Yonkers. When his father died, he and his brother, Charles R. Otis, took charge of the business. From the time of the incorporation of the company in 1864 Mr. Otis travelled through this country, Canada and Europe, introducing freight and passenger elevators.

In 1880 Mr. Otis was nominated as the Republican candidate for Mayor of Yonkers, but lost to John A. King. He was Mayor for one year, and during his term he introduced many improvements, reorganizing the fire department, consolidating the water works, and improving the water works and reducing the city's bonded indebtedness. After his term as Mayor he was elected to the Assembly for Democratic district.

He was defeated for Congress in 1900, but elected in 1902. He was president of the New York State Chamber of Commerce in 1903, and was president of the board of managers of St. John's Hospital in Yonkers, a member of the Westchester County Board of Supervisors, and a member of the Yonkers Club and the Yonkers Club and the Yonkers Club.

In 1877 Mr. Otis was married to Miss Eliza A. Otis, who died in 1880. They had three children. Mrs. Otis and eight children are living. The funeral services will be held in the First Presbyterian Church in Yonkers on Friday morning.

## Obituary Notes.

Dr. Charles Dennin, a veteran Brooklyn druggist, died on Sunday of pneumonia at his home, Court street and First place, in his sixty-fifth year. During the civil war he was in the United States Army, and was a member of the Brooklyn College of Pharmacy. He was also a member of the Brooklyn College of Pharmacy.

Charles H. Sturges died suddenly at his home, 10 o'clock yesterday. He was a prominent member of the Saratoga county bar. In 1893, when he was a member of the Saratoga county bar, he was elected to the Saratoga county bar. He was a member of the Saratoga county bar.

George B. Merz, a dentist, who had an office at 10 West Thirty-ninth street for many years, died yesterday at his home, 208 West Ninety-ninth street. He was born in Staten Island and came to New York from New York University and later studied dentistry. He had an office on West Thirty-ninth street for many years.

Henry O. Koenig, who was a reporter on the "Herald" for many years, died yesterday at his home, 514 West 150th street. He was born in Rudolstadt, Germany, 64 years ago. He was a member of the New York City Police Department and was a member of the New York City Police Department.

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## PLIGHT OF ARGYLE'S COUSIN.

COLIN CAMPBELL, GUEST OF NEW HAVEN'S POOR FARM.

Says He Is a Relative of the Scotch Duke—Went to New Haven Courting a Widow and Telling Tales of Wealth—Broke Arm When Put Out of House.

NEW HAVEN, Feb. 20.—Colin M. Campbell, who says he is first cousin of the Duke of Argyle, is the guest of the city at the town farm until he can collect \$5,000 damages from the City Fathers. Campbell says he is 50 years old, but looks 70. He came here two weeks ago on matrimony bent.

For several weeks he has been advertising for a wife, and Mrs. Jennie Cousins, a New York business woman, became interested in his Scotch tales. She came to this city to visit her sister, Mrs. H. C. Adams, and Campbell followed her to press his suit. Mrs. Adams entertained them both. The Adams family, becoming suspicious of the story of his relationship to the Duke of Argyle and that he had a \$50,000 palace in Scotland, hinted to the Duke's "cousin" that his room was better than his company, and he left immediately, indignantly resenting the intimation that his story was untrue.

Campbell said that he would go right to Boston, where he was sure a descendant of the famous Campbells of Scotland would be more appreciated than in New Haven. He fell on the walk in front of the home and broke his arm. He was removed to Mrs. Holt's boarding house. After he had been there a week the boarding house keeper asked him to settle. She did not believe his story that he had \$100,000 worth of bonds in a trunk in another part of the city, and he had to go in search of another boarding house. He landed at the office of the Associated Charities and while there began a suit against the City of New Haven for \$5,000 for breaking his arm on one of the city's sidewalks.

It is one of the rigid rules of this institution that dukes' relatives and all the rest of mankind who ask for aid shall saw wood in return for that aid. Campbell held up his broken arm. He was taken to the Springfield Home to repair his broken arm and to advise about the conduct of his \$5,000 suit.

He still maintains that he has large interests in orange groves in Florida, that he owns a fleet of ships on the other side and has stacks of money in Chicago and Philadelphia.

## KANSAS TRUST BUSTER UPHOLD.

Supreme Court Says the Act Is Valid—Santa Fe Wins Rebuttal Suit.

WASHINGTON, Feb. 20.—The validity of the Kansas Anti-Trust law was to-day upheld by the Supreme Court of the United States. The court, in a unanimous decision, affirmed the lower court's judgment in favor of the Santa Fe Railroad Company against the Kansas Anti-Trust law.

The Santa Fe Railroad Company had brought suit to have the Kansas Anti-Trust law declared invalid. The court, in a unanimous decision, affirmed the lower court's judgment in favor of the Santa Fe Railroad Company.

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## PENNSYLVANIA RAILROAD TOURS

THE CHOICEST WINTER OUTINGS. SEASON OF 1935.

## THE NEW ORLEANS MARDI GRAS

March 3 to March 9 SPECIAL PULLMAN TRAIN TO AND FROM NEW ORLEANS TOURISTS OCCUPY SPECIAL TRAIN CONTINUOUSLY.

RATE FROM NEW YORK \$75 Covering round-trip transportation, Pullman berth and all meals on special train, and a seat in

SPECIAL GRANDSTAND FOR PARADES

FLORIDA FEBRUARY 28 Three Months in the Tropics. Independent Travel in Florida.

ROUND-TRIP RATE FROM NEW YORK \$50 SPECIAL PULLMAN TRAINS.

PINEHURST MARCH 31 NORTH AND SOUTH GOLF CHAMPIONSHIP TOURNAMENTS, April 4, 5, 6, and 7.

ROUND-TRIP RATE FROM NEW YORK \$32 Covering round-trip transportation, Pullman berth and meals on going trip, and three days' board at Hotel Carolina. Tickets good for eighteen days.

WASHINGTON February 21, March 9 and 23 April 6 and 24, May 18

ROUND-TRIP RATE FROM NEW YORK \$12 AND \$14.50 ACCORDING TO HOTEL SELECTED.

Detailed itineraries and full information may be had of C. Seidels, E. P. A., 333 FIFTH AVE., New York City.

J. R. WOOD, Passenger Traffic Manager. GEO. W. BOYD, General Passenger Agent. Broad Street Station, Philadelphia, Pa.

## RAILROAD PASSES STOLEN

FROM COL. H. C. DU VAL'S OFFICE AT THE GRAND CENTRAL.

Robbery Said to Have Occurred Yesterday—One of the Passes Was Presented Last Night by a Western Merchant and He Was Arrested—Watch Set for Others.

Five minutes before the Western Express was to pull out of the Grand Central Station, at 6 o'clock last night, a man hustled up to the ticket table and presented a pass signed "H. C. Du Val." The gatekeeper handed the pass over to John H. McLean, chief of the detective staff of the New York Central road. McLean pocketed the pass and told the man he was under arrest.

"But what for?" asked the man. "This pass was stolen and you will have to do a lot of explaining to tell where you got it," was the only reply the detective would make.

McLean took his prisoner to the sub-poll station in the basement of the depot, where his pedigree was taken. The prisoner said he was James Hadden, 35 years old, a merchant of 313 First street, La Salle, Ill. He was charged with being a accomplice person, and as there are no accommodations for prisoners in the sub-station he was taken over to the East Fifty-first street station.

Detective McLean refused to say anything about the arrest or to show the pass that Hadden had presented. McLean hurried back to the Grand Central and kept close to the ticket takers. He was on the lookout for similar passes.

Col. H. C. Du Val said last night that some passes had been stolen from his office, but he didn't know it until General Manager A. H. Smith telephoned to him last night of the fact. Mr. Du Val said the discovery was made that passes had been taken after he had left his office. As soon as the discovery was made Detective McLean was notified to take charge of any one presenting such passes.

It is not known whether or not Mr. Du Val's name was forged to blank passes, or whether they were signed in blank. Some of the employees of the railroad heard last night that as many as 1,00